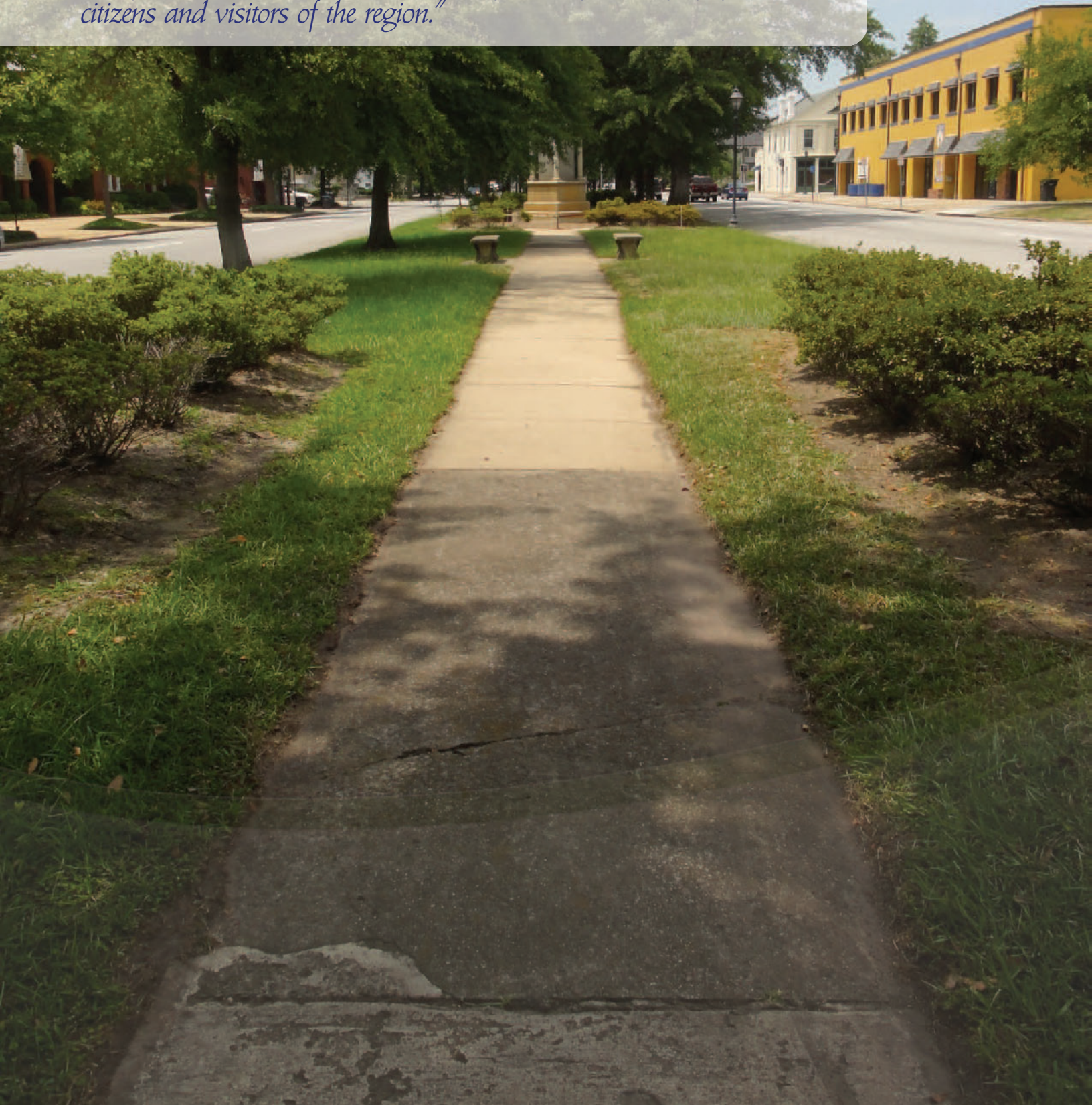


"The ARTS Bicycle and Pedestrian Plan Update envisions a seamless network of safe and inviting bicycling and walking paths, trails, and on-street facilities, between South Carolina, Georgia and the four member counties, that equitably supports economic development, active transportation, healthy lifestyles and improved quality of life for all citizens and visitors of the region."



Vision, Goals, and Objectives

Introduction

Based on goals and objectives of existing local and regional planning documents, the input of the Project's steering committee, the project purpose, and relevant examples from around the country, vision, goals, and objectives are listed below. The goals and objectives are categorized by five of the six E's associated with bicycle- and walk-friendly community designations. **The five E's are: Engineering, Education, Encouragement, Enforcement, and Evaluation.** Equity is considered a sixth E and is interwoven within the goals and objectives provided. Objectives 1.6, 1.7, and 3.3 give particular attention to equity, though it should be addressed within the implementation of each objective.

Vision

The ARTS Bicycle and Pedestrian Plan Update envisions a seamless network of safe and inviting bicycling and walking paths, trails, and on-street facilities, between South Carolina, Georgia and the four member counties, that equitably supports economic development, active transportation, healthy lifestyles and improved quality of life for all citizens and visitors of the region.

Goals & Objectives

ARTS, member jurisdictions, and related agencies, including GDOT, SCDOT, and local transit agencies will work collaboratively to achieve the following goals and objectives.

Engineering

1. **Goal: Increase and improve the quality of bicycle and pedestrian access between Augusta and Aiken, within local municipalities, and across the ARTS region.**

- 1.1.Objective: Ensure that accommodations for bicyclists and pedestrians are provided on all appropriate infrastructure projects where pedestrians and bicyclists are permitted to travel.
- 1.2.Objective: Integrate bicycle and pedestrian facilities in their projects, including, but not limited to, transit, development, public works, infrastructure, and recreation facilities.
- 1.3.Objective: Improve the level of service for existing bicycle and pedestrian facilities in the member counties.
- 1.4.Objective: Increase the mileage of bicycle and pedestrian facilities by fifteen percent in each of the region's four counties within the next 5 years.
- 1.5.Objective: Prioritize bikeway and walkway projects that create connectivity for bicyclists and pedestrians, such as closing gaps in the sidewalk network.
- 1.6.Objective: Improve integration of public transportation with bicycle and pedestrian facilities by creating safe routes to and from transit stops and convenient means for transporting bicycles via transit.
- 1.7.Objective: Prioritize bicycle and pedestrian projects and programs that improve access to jobs and services for citizens who walk and bike out of necessity rather than by choice.
- 1.8.Objective: Prioritize bicycling and walking facilities that provide access to schools.
- 1.9.Objective: Maintain and improve the network through inventory and assessment of existing pedestrian and bicycle routes.
- 1.10. Objective: Improve integration of public transportation with bicycle and pedestrian facilities by creating safe routes to and from transit stops and convenient means for transporting bicycles via transit.

2. **Goal: Improve the bicyclist and pedestrian experience within the ARTS region.**



- 2.1.Objective: Promote the ARTS area's natural beauty, character and sense of place by connecting bicycle and pedestrian facilities along scenic and inviting corridors.
- 2.2.Objective: Increase the number and quality of support facilities in the ARTS region to complement the bicycle and pedestrian network, including, but not limited to, way-finding signage, bus shelters, pedestrian lighting and end-of-trip facilities, such as bicycle parking.
- 2.3.Objective: Establish on-going maintenance programs for bicycle and pedestrian facilities at the regional and community levels.
- 2.4.Objective: Promote community stewardship of bicycle and pedestrian facilities, including transit stops, through beautification and public art programs.
- 2.5.Objective: Develop specific solutions for improving bicyclist and pedestrian safety at bridge underpasses and at-grade railroad crossings.



One objective of the Plan is to improve bicyclist and pedestrian safety at bridge underpasses.

Education

3. Goal: Establish a broad base of public engagement in and ongoing dialogue about bicycle, pedestrian and transit facilities, accessibility and activity.

- 3.1.Objective: Work with private sector partners to create educational, informative and fun community events as tools for outreach and encouragement.
- 3.2 Objective: Work with private sector partners

to generate frequent and ongoing media attention for both issues and opportunities related to bicycling and walking.

- 3.3.Objective: Promote the viability of walking and biking as a practical transportation option throughout the region for all potential users, whether a person does so out of necessity or by choice.
- 3.4.Objective: Promote bicycling and walking as healthy transportation options that improve physical fitness and significantly impact rising rates of childhood obesity.
- 3.5.Objective: Provide bicyclist and pedestrian safety training and education to children and youth through schools and community programs such as presentations and "bicycle rodeos."
- 3.6.Objective: Work with local businesses and partners to educate employees about the benefits and ease of bicycling, walking and taking transit to work.

Encouragement

4. Goal: Increase the popularity and number of bicycle and pedestrian trips in the ARTS region.

- 4.1.Objective: Conduct bicycle and pedestrian counts every two years at a minimum of fifteen locations throughout the region as part of the National Bicycle and Pedestrian Documentation Program.
- 4.2.Objective: Participate in the statewide Safe Routes to School program and promote the benefits of bicycling and walking to school.
- 4.3.Objective: Increase each year the number of events within the region that involve bicycling and walking.
- 4.4.Objective: Host competitive or fund raising sporting events related to bicycling and running (such as downtown cycling races and Ironman triathlons) for the purpose of economic development, positive promotion of healthy lifestyles and fitness and to encourage community members to engage in bicycling and walking.
- 4.5.Objective: Profile individuals who walk or bike and/or describe the benefits of walking and bicycling through utility newsletters, radio, newspaper and other media.
- 4.6 Objective: Publish and distribute print and digital materials that show the region-wide bicycle and transit network and how both



modes can be combined for greater car-free mobility. Google's public transportation and bicycle route mapping services are good examples of digital mapping for bicycle and transit services.

Enforcement

5. Goal: Improve bicycle and pedestrian safety in the ARTS region

- 5.1.Objective: Provide bicyclist and pedestrian safety training and education to all age groups through schools, community programs, and workplaces.
- 5.2.Objective: Analyze bicycle and pedestrian collision data every two years to identify regional trends and locate intersections and corridors needing safer infrastructure.
- 5.3.Objective: Partner with local law enforcement agencies to develop targeted enforcement programs based on the primary contributing factors of bicycle and pedestrian collisions, as determined by the bi-annual review of collision data completed by ARTS.
- 5.4.Objective: Reduce the percentage of bicycle and pedestrian collisions that result in injuries or fatalities, with a goal of zero fatalities within 10 years.

Evaluation

6. Goal: Obtain a Bicycle-Friendly Community designation, from the League of American Bicyclists, and a Walk-Friendly Community designation, from the Pedestrian and Bicycle Information Center, for each city within the ARTS area.

- 6.1.Objective: Implement the recommendations of the updated ARTS Bicycle and Pedestrian Plan, including the Bicycle- and Walk-Friendly Community designation action plans.
- 6.2.Objective: Establish citizen-advisory committees in each member city to spearhead the local Bicycle-Friendly and Walk-Friendly Community designation campaigns.

- 6.3.Objective: Annually review and assess progress in implementing the Bicycle- and Walk-Friendly Community designation action plans and develop recommendations for further action.
- 6.4.Objective: Apply for Bicycle- and Walk-Friendly Community status of each member city in or before the year 2017.



Citizen advisory committees will spearhead the local Bicycle-Friendly and Walk-Friendly Community designation campaigns.

7. Goal: Develop bicycle and pedestrian projects that are financially feasible with broad public support.

- 7.1.Objective: Identify appropriate and adequate funding for the development and maintenance of regional and local bicycle and pedestrian systems
- 7.2.Objective: Prioritize bicycle and pedestrian projects for Transportation Enhancement funding.
- 7.3.Objective: Prioritize multimodal transportation projects that positively impact congestion management and improve air quality.
- 7.4.Objective: Incorporate sidewalk development into all reconstruction or new construction roadway projects.
- 7.5.Objective: Require land developers to provide adequate right of way for bicycle and pedestrian facilities as new developments occur along priority multi-modal corridors.



8. Goal: Establish long-term, institutional support and evaluation criteria for bicycle and pedestrian activity in the ARTS region.

- 8.1.Objective: Prioritize bicycle and pedestrian planning within the work responsibilities of agency staff to ensure a multi-disciplinary approach to design, safety, and programs.
- 8.2.Objective: Adhere to Federal Highway Administration (FHWA) guidelines and other nationally recognized resources (such as the National Association of City Transportation Officials' Urban Bikeway Design Guide, the American Association of State Highway and Transportation Officials Bicycle and Pedestrian Design Guidelines, and the SC-DOT Complete Streets Policy) in the design of the bikeway and walkway network for the purpose of creating an innovative and context-sensitive network and to qualify for federal funding, when appropriate.



Adopting complete streets policies establishes long-term, institutional support for bicycle and pedestrian activities.

- 8.3.Objective: Identify ARTS and local agency staff persons to serve as the primary points of contact for matters related to bicycle and pedestrian planning and to serve as liaisons for local bicycle and pedestrian matters.
- 8.4.Objective: Establish a permanent, regional Bicycle and Pedestrian Advisory Committee charged with facilitating interagency dialogue and collaboration regarding policies, programs, and projects that impact bicyclists and pedestrians.
- 8.5.Objective: Pursue bicycling, pedestrian and health related policies for every division within local and regional government.
- 8.6.Objective: Adopt complete streets policies at the municipal, county, and regional levels.
- 8.7.Objective: Build upon existing bicycle and pedestrian planning efforts, such as the ARTS Long Range Transportation Plan, the South Carolina State Trails Plan, and others.
- 8.8.Objective: Team with regional transit providers to provide bicycle and pedestrian support facilities at transit centers and transit stops such as secure bicycle parking and benches.
- 8.9.Objective: Record the use of bicycle racks on busses and ensure that adequate bicycle support facilities and busses with racks are available in high-use areas.



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